

I. M. PERRY.

Improvement in Canal Boats.

No. 124,622.

Patented March 12, 1872.

Fig 1

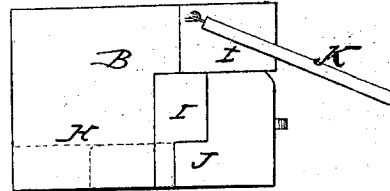
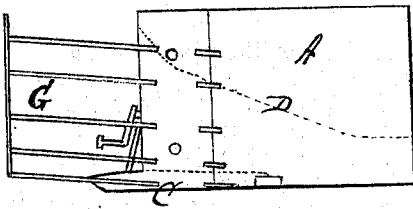


Fig 2

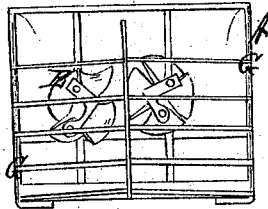
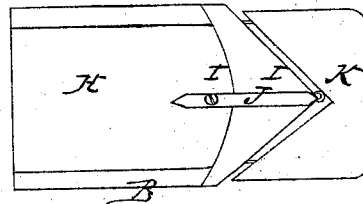
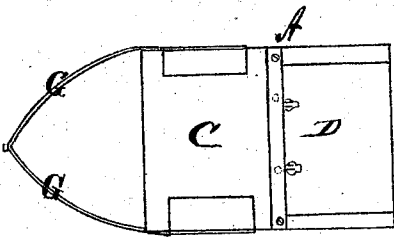


Fig 3



Witnesses:

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UNITED STATES PATENT OFFICE.

ISAAC M. PERRY, OF SLATE CUT, INDIANA.

IMPROVEMENT IN CANAL-BOATS.

Specification forming part of Letters Patent No. 124,622, dated March 12, 1872.

To all whom it may concern:

Be it known that I, ISAAC M. PERRY, of Slate Cut, in the county of Clark and State of Indiana, have invented certain new and useful Improvements in Canal-Boat; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a canal-boat casing, to case up the bow and stern of the boats now in use on the canals, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side view, Fig. 2 a front view, and Fig. 3 a bottom view of my canal-boat casing.

A and B represent two parts of my casing made to fit, respectively, under the bow and stern of a canal-boat, and to be bolted fast to the boat in the manner hereinafter described. The form of the interior of the casings is so made that they correspond in size and contour to the bow and stern of the boat, so that when they are attached to the boat they fit perfectly around the parts. These casings are of course attachable or detachable to or from any form of canal-boat. The bow part A is open in front with a bottom, C, extending forward a short distance in front of it, and leaving in rear of it an opening in the bottom. Above the flat bottom C is an inclined bottom, D, extending downward toward the rear, as shown by dotted

lines in Fig. 1. In the box-like space formed between the bottoms C and D are placed the propeller-wheels E E, which pass the water down the square rake through the chute underneath the boat. At the front of the part A is attached a wire fender, G, which prevents any drift matter from entering and coming in contact with the propeller. The stern part B has a flat bottom, H, and square sides below, the same forming a shallow box through which the water passes from under the boat, settling its agitation. The rear end of the part B is formed on the under side with two V-shaped offsets, I I, under which the rudder J is arranged, as shown in Fig. 1. To the rear end is hooked a portable apron, K, which floats on the water, smoothing it to the level.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The attachable and detachable bow-casing A open at the front, provided with fender G, inclined chute D, extended bottom plate C, and the propellers E E, all substantially as and for the purposes herein set forth.

2. The attachable and detachable stern-casing B, provided with bottom H, V-shaped offsets I I, rudder J, and movable apron K, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 25th day of September, 1871.

ISAAC M. PERRY.

Witnesses:

MELVIN WEIR,
DAVID L. GWIN,
JAMES M. HARROD.